

## ACHS SUMMARY FORM

1. Name Electric Trolley Substation (Trolley Transformer Station)
2. Planning Area/Site Number 29/45
3. MNCPPC Atlas Reference Map20 E-7
4. Address 8100 Bradley Blvd., Bethesda

## 5. Classification Summary

Category building  
 Ownership private  
 Public Acquisition NA  
 Status occupied  
 Accessible no  
 Present use private residence  
 Previous Survey Recording M-NCPPC Federal    State X County X Local     
 (Title and date: Inventory of Historical Sites - 1976 )

6. Date 1912-1914

8. Apparent Condition

a. goodb. altered

7. Original Owner: Washington and Great Falls Railway and Power Company

c. original site

Description: Built in 1912 to boast electricity for the Washington and Great Falls streetcars which ran from Chevy Chase to the Great Falls Hotel, it was converted in 1928 into a residence by architect, James L. Richards. Constructed of uncoursed rubblestone, the house sits 100 yards from Cabin John Creek, facing north. The walls are eighteen inches thick, there are asymmetically arranged casement windows flanked by board shutters. There is a screened porch on the east and a one story brick addition to the west. The house measures 18' x 30' and has a gable roof.

10. Significance: This building is a vestige of Montgomery County's trolley car era, when electric streetcar lines introduced into the area between Georgetown and Rockville encouraged the County's suburban development. The Chevy Chase to Great Falls Land Corporation purchased a 146 acre tract in 1912 and then contracted with the Washington and Great Falls Railway and Power Company to construct a streetcar line, conveying a 30-foot wide strip of land along the proposed route. (Bradley Boulevard lies on the bed of these railway tracks.) The power station was specifically designed in the style of a period farmhouse to blend in with its physical environment. The trolley line was discontinued in the 1920's and in 1928 the transformer station was sold to James L. Richards, an architect who converted it into a residence, receiving an architectural award for his work. He sold the building to the present owners in 1946.

11. Date researched and researcher 1/79 - Mark Walston Candy Reed Architectural Description
12. Compiler Gail Rothrock 13. Date Compiled 2/79 14. Designation Approval
15. Acreage 2.8604 acres

## MARYLAND HISTORICAL TRUST

M: 29/45

MAGI#

## INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

**1 NAME**

HISTORIC

Electric Trolley Substation

Washington &amp; Great Falls Railway &amp; Power Company

AND/OR COMMON

Trolley Transformer Station

**2 LOCATION**

STREET &amp; NUMBER

8100 Bradley Blvd.

CITY, TOWN

Bethesda

VICINITY OF

CONGRESSIONAL DISTRICT

8

STATE

Maryland

COUNTY

Montgomery

**3 CLASSIFICATION**

## CATEGORY

☐ DISTRICT☒ BUILDING(S)☐ STRUCTURE☐ SITE☐ OBJECT

## OWNERSHIP

☐ PUBLIC☒ PRIVATE☐ BOTH

## PUBLIC ACQUISITION

☐ IN PROCESS☐ BEING CONSIDERED

## STATUS

☒ OCCUPIED☐ UNOCCUPIED☐ WORK IN PROGRESS

## ACCESSIBLE

☐ YES: RESTRICTED☐ YES: UNRESTRICTED☒ NO

## PRESENT USE

☐ AGRICULTURE☐ MUSEUM☐ COMMERCIAL☐ PARK☐ EDUCATIONAL☒ PRIVATE RESIDENCE☐ ENTERTAINMENT☐ RELIGIOUS☐ GOVERNMENT☐ SCIENTIFIC☐ INDUSTRIAL☐ TRANSPORTATION☐ MILITARY☐ OTHER**4 OWNER OF PROPERTY**

NAME

M. M. LaCrosse

Telephone #: 365-2334

STREET &amp; NUMBER

8100 Bradley Blvd.

CITY, TOWN

Bethesda

VICINITY OF

STATE, zip code

Maryland 20034

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,

REGISTRY OF DEEDS, ETC. Montgomery County Courthouse

Liber #: 1019

Folio #: 311

STREET &amp; NUMBER

CITY, TOWN

Rockville

STATE

Maryland

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

M-NCPPC Inventory of Historical Sites

DATE

1976

☐ FEDERAL ☒ STATE ☒ COUNTY ☐ LOCALDEPOSITORY FOR  
SURVEY RECORDS

Park Historian's Office

CITY, TOWN

Rockville

STATE

Maryland 20855

**7 DESCRIPTION**

M:29-45

**CONDITION**

—EXCELLENT  
☒GOOD  
—FAIR

—DETERIORATED  
—RUINS  
—UNEXPOSED

**CHECK ONE**

—UNALTERED  
☒ALTERED

**CHECK ONE**

☒ORIGINAL SITE  
—MOVED      DATE \_\_\_\_\_

---

**DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE**

---

Built c.1912 this building was erected to boost electricity for the Washington and Great Falls streetcars which ran from Chevy Chase to the Great Falls Hotel. In 1928, after sitting idle for several years, an architect, James L. Richards, converted this booster station to a residence. Mr. Richards received an architectural award for his work.

The original 1910 structure measured 18' x 30'. It is constructed of uncoursed rubblestone said to have been laid up by an Italian stonemason and sits one hundred yards from Cabin John Creek facing north. The walls are eighteen inches thick. None of the windows are alike nor are they symmetrically arranged. They are a random assortment of casement windows, flanked by board shutters. All the windows have flat arches with keystones. The wooden paneled north (front) door, is surmounted by a paneled transom and is flanked by three-paned sidelights. Mr. Richards added a brick-floored, screened-in porch to the east and a one story brick addition to the west. This addition contains a powder room, breakfast room, kitchen and pantry.

The house has a gable roof. There is an interior chimney at the center of the south wall.

The first floor of the interior of the house is one large room. Built-in bookcases and a closet flank the fireplace on the south wall. The floors are random width maple. At the southeast corner is a two flight open string staircase. At the first landing is a door which leads out to the (east) screen porch. There are three bedrooms and a bathroom on the second floor. At the time of its conversion from a trolley booster station to a residence Mr. Richards applied plaster directly on the stone work. This causes the house to sweat, and produces mildew in summer. The west addition is small and compact. Nothing has been done, subsequent to the 1928 renovation, to modernize the kitchen.

The house is surrounded by one and a half acres of heavily wooded and vegetated land.

CONTINUE ON SEPARATE SHEET IF NECESSARY

M:29-45

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES 1912-14

BUILDER/ARCHITECT

## STATEMENT OF SIGNIFICANCE

This building is a vestige of the "trolley car era" of Montgomery County's history. In the early 1900s an electric railroad was built, linking Georgetown and Rockville, one of several streetcar lines introduced in the area, which encouraged the development of Montgomery County as a Washington, D.C. suburb. The Washington and Great Falls Railway and Power Company built a transformer station near the tracks in the style of a period farmhouse. The house is now a residence along Bradley Boulevard, the road which was later laid on top of the trolley tracks at the end of the "trolley car era" in the County -- the mid 1920s.

The old station house is situated upon a portion of a 146 acre tract purchased on January 1, 1912 from John McDonald by J. Walter Long of the Chevy Chase to Great Falls Land Corporation.<sup>1</sup> On December 9 that year, the Corporation contracted with the Washington and Great Falls Railway and Power Company to construct a streetcar line. To this end it conveyed a strip of land 30 feet wide along the proposed route, with the provision that the railway should be completed and operating within two years.<sup>2</sup> Thus it appears that the transformer station was constructed between December of 1912 and December of 1914. What is today known as Bradley Boulevard (running in front of the subject building) was originally constructed during this period as the bed for the railway tracks. The power station was specifically designed to present itself as a rural farmhouse, blending in with its physical environment.

The trolley line was discontinued in the 1920's, and on June 27, 1928, the Bradley Hills Syndicate, Inc., and the Washington and Great Falls Investment Company conveyed to James L. Richards one acre of land and "the building...formerly used as a transformer station..."<sup>3</sup> Richards was the first to occupy the power station, transforming it into a private residence. On May 28, 1946, Richards conveyed the building to the present owners.

## FOOTNOTES:

1. Land Records of Montgomery County, Maryland 226/9.
2. Ibid., 238/458.
3. Ibid., 464/234.

CONTINUE ON SEPARATE SHEET IF NECESSARY

**9 MAJOR BIBLIOGRAPHICAL REFERENCES**

Land Records of Montgomery County, Maryland.

King, LeRoy O., Jr., 100 Years of Capital Traction, Taylor Publishing Company, 1972.

Interview with owner.

CONTINUE ON SEPARATE SHEET IF NECESSARY

**10 GEOGRAPHICAL DATA**

ACREAGE OF NOMINATED PROPERTY 2.8604 acres

**VERBAL BOUNDARY DESCRIPTION**

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE

COUNTY

STATE

COUNTY

**11 FORM PREPARED BY**

NAME / TITLE

Mark Walston

Candy Reed

Architectural Description

ORGANIZATION

Sugarloaf Regional Trails

DATE

January 1979

STREET &amp; NUMBER

Box 87

TELEPHONE

926-4510

CITY OR TOWN

Dickerson

STATE

Maryland 20753

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: ~~Maryland Historical Trust~~  
~~The State House, 21 State Circle~~  
~~Annapolis, Maryland 21401~~  
~~(301) 267-1438~~

SUGARLOAF REGIONAL TRAILS  
 Box 87, Stronghold  
 Dickerson, Md. 20753  
 (301) 926-4510

1607925704

## MARYLAND HISTORICAL TRUST WORKSHEET

NOMINATION FORM  
for the  
NATIONAL REGISTER OF HISTORIC PLACES, NATIONAL PARKS SERVICE

SEE INSTRUCTIONS

<b>1. NAME</b>					
COMMON:					
Trolley Power Station					
AND/OR HISTORIC:					
<b>2. LOCATION</b>					
STREET AND NUMBER:					
8100 Bradley Blvd.					
CITY OR TOWN:					
Bethesda					
STATE			COUNTY:		
Maryland			Montgomery		
<b>3. CLASSIFICATION</b>					
CATEGORY (Check One)		OWNERSHIP		STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District	<input checked="" type="checkbox"/> Building	<input type="checkbox"/> Public	Public Acquisition:	<input checked="" type="checkbox"/> Occupied	Yes:
<input type="checkbox"/> Site	<input type="checkbox"/> Structure	<input checked="" type="checkbox"/> Private	<input type="checkbox"/> In Process	<input type="checkbox"/> Unoccupied	<input type="checkbox"/> Restricted
<input type="checkbox"/> Object	<input type="checkbox"/> Bath	<input type="checkbox"/> Being Considered	<input type="checkbox"/> Preservation work in progress	<input type="checkbox"/> No	<input type="checkbox"/> Unrestricted
PRESENT USE (Check One or More as Appropriate)					
<input type="checkbox"/> Agricultural	<input type="checkbox"/> Government	<input type="checkbox"/> Park	<input type="checkbox"/> Transportation	<input type="checkbox"/> Comments	
<input type="checkbox"/> Commercial	<input type="checkbox"/> Industrial	<input checked="" type="checkbox"/> Private Residence	<input type="checkbox"/> Other (Specify)		
<input type="checkbox"/> Educational	<input type="checkbox"/> Military	<input type="checkbox"/> Religious			
<input type="checkbox"/> Entertainment	<input type="checkbox"/> Museum	<input type="checkbox"/> Scientific			
<b>4. OWNER OF PROPERTY</b>					
OWNER'S NAME:					
STREET AND NUMBER:					
CITY OR TOWN:			STATE:		
<b>5. LOCATION OF LEGAL DESCRIPTION</b>					
COURTHOUSE, REGISTRY OF DEEDS, ETC:					
Montgomery County Courthouse					
STREET AND NUMBER:					
CITY OR TOWN:			STATE:		
Rockville			Maryland		
Title Reference of Current Deed (Book & Pg. #):					
<b>6. REPRESENTATION IN EXISTING SURVEYS</b>					
TITLE OF SURVEY:					
DATE OF SURVEY:					
<input type="checkbox"/> Federal <input type="checkbox"/> State <input type="checkbox"/> County <input type="checkbox"/> Local					
DEPOSITORY FOR SURVEY RECORDS:					
STREET AND NUMBER:					
CITY OR TOWN:			STATE:		

M:29-45

## 7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input checked="" type="checkbox"/> Altered	<input type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The building appears to be an old, stone farmhouse, but was actually built in the early 1900's to house the power-generating equipment for the trolley line. Originally, there was no road through here, but Bradley Blvd. was built to carry to the tracks through Cabin John Valley towards Potomac. After the trolley line was abandoned the building became a private home. It faces north, and the wide, entrance door here is flanked by an uneven window arrangement. Double, twelve-paned, casement windows sit west of the door and smaller casement windows are set deep in the walls at different heights, at both ends of the building. The second story has two bays of narrow, eight-paned, double casement windows. All windows are topped by keystone, flat arches and altogether the structure is of excellent workmanship and design. There is an internal chimney stack on the east end of the roof. A later, one-story, brick wing is attached to the west wall and there are "antique" appearing stone and log outbuildings nearby.

SEE INSTRUCTIONS

M:29-45

**8. SIGNIFICANCE**

PERIOD (Check One or More as Appropriate)

- |  |                                       |                                       |  |
|--|---------------------------------------|---------------------------------------|--|
| <input type="checkbox"/> Pre-Columbian | <input type="checkbox"/> 16th Century | <input type="checkbox"/> 18th Century | <input checked="" type="checkbox"/> 20th Century |
| <input type="checkbox"/> 15th Century  | <input type="checkbox"/> 17th Century | <input type="checkbox"/> 19th Century |  |

SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- |   |                                       |   |  |
|---|---------------------------------------|---|--|
| <input type="checkbox"/> Aboriginal     | <input type="checkbox"/> Education    | <input type="checkbox"/> Political      | <input type="checkbox"/> Urban Planning  |
| <input type="checkbox"/> Prehistoric    | <input type="checkbox"/> Engineering  | <input type="checkbox"/> Religion/Phi-  | <input type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic       | <input type="checkbox"/> Industry     | <input type="checkbox"/> losophy        | _____                                    |
| <input type="checkbox"/> Agriculture    | <input type="checkbox"/> Invention    | <input type="checkbox"/> Science        | _____                                    |
| <input type="checkbox"/> Architecture   | <input type="checkbox"/> Landscape    | <input type="checkbox"/> Sculpture      | _____                                    |
| <input type="checkbox"/> Art            | <input type="checkbox"/> Architecture | <input type="checkbox"/> Social/Human-  | _____                                    |
| <input type="checkbox"/> Commerce       | <input type="checkbox"/> Literature   | <input type="checkbox"/> itarian        | _____                                    |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Military     | <input type="checkbox"/> Theater        | _____                                    |
| <input type="checkbox"/> Conservation   | <input type="checkbox"/> Music        | <input type="checkbox"/> Transportation | _____                                    |

STATEMENT OF SIGNIFICANCE

SEE INSTRUCTIONS



M:29-45

## 9. MAJOR BIBLIOGRAPHICAL REFERENCES

## 10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			OR	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	° ' "	° ' "		° ' "	° ' "	
NE	° ' "	° ' "		° ' "	° ' "	
SE	° ' "	° ' "		° ' "	° ' "	
SW	° ' "	° ' "		° ' "	° ' "	

APPROXIMATE ACREAGE OF NOMINATED PROPERTY:

Acreage Justification:

SEE INSTRUCTIONS

## 11. FORM PREPARED BY

NAME AND TITLE:

Michael F. Dwyer, Senior Park Historian

ORGANIZATION

M-NCPPC

DATE

4/23/75

STREET AND NUMBER:

8787 Georgia Ave.

CITY OR TOWN:

Silver Spring

STATE

Maryland

## 12.

State Liaison Officer Review: (Office Use Only)

Significance of this property is:

National ☐ State ☐ Local ☐

Signature



#29-45

NAME Trowey Power House

LOCATION<sup>LINE</sup>

8100 BRADLEY BLVD., BETHESDA, MD.

FACADE N

PHOTO TAKEN 4/23/75

M. RUYER